

~~TOP SECRET~~VIA AIR  
(Specify Air or Sea Pouch)DISPATCH NO. 

25X1

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CLASSIFICATION

TO HEADQUARTERS

DATE 11 JULY 56FROM 

25X1

SUBJECT { GENERAL Operations  
SPECIFIC  Missions 2020, 2021

25X1

Mission 2020 was flown by  on 9 July 1956 in Article 169. 25X1  
 Special equipment consisted of the  and "S" Band Radar. Duration of 25X1  
 was six hours and thirty minutes. Take-off was made on schedule, however  
 the delay in receipt of the  report continues to pose a 25X1  
 serious problem. See  message 0317. 25X1

No other problems were encountered in the launching of the mission.   
 reported satisfactory operation of the camera equipment. However, 25X1  
 post flight inspection revealed malfunction of the camera equipment did  
 occur. The right oblique shutter cam broke. No apparent reason expect  
 possible metal fatigue or a defective piece of metal. This is the first  
 time that a cam has broken in operation of these shutters. The shutter  
 will be returned to the factory for inspection. The vertical shutter  
 either lost a turn or was incorrectly set on pre-flight. This shutter  
 has been removed from service until a thorough maintenance check can be  
 made. To preclude recurrence of shutter failure, action has been taken  
 to establish a procedure requiring periodic checks of the shutter for  
 noticeable cracks.

Eight hundred feet of tracker film was exposed on this mission. The  
 flight track was not plottable in the 70MM film until point  at 25X1  
 which time track was thirty six miles north of course. On track was gained  
 48 miles west of point Alfa. Course plotted for 112 miles east of point  
 Charlie when it became untrackable. Track again picked up 14 miles east of  
 point Golf. Course was made good until track unreadable at  25X1  
 eighteen miles south of course. Track continued to parallel course for  
 fifty miles, crossed north of course at , then crossing course 25X1  
 southeast of point Lima. Flight was continued south of course to 5034N 0707E.  
 Plotting time for this mission was 3 hours.

No serious problems were encountered in the intelligence briefing or  
 de-briefing of . De-briefing forms provided by Project Headquarters 25X1  
 are considered adequate for this mission.

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No malfunctions were encountered in the electronics equipment. Strong lock-on type signals were received about one hour and thirty minutes after take-off. These signals are typical of X Band Airborne Radar.

Reference is made to paragraph 9F of the [ ] Mission Weather Report. It is believed that the use of the six digit group for reporting clouds from tracking film is impractical and serves no useful purpose. The cloud distribution and patterns fluctuates considerably from point to point, often in a short distance and cannot be accurately reported unless a reading is taken each 10 to 20 miles along the track. This would be so time consuming as to be impractical. Further, the film will be available at Project Headquarters for micro-meteorology research at a future date. Request permission to report clouds by category and type abbreviated from one significant change to another along the track using latitude and longitude or check point. For example, from 6021 to C Cat 3, CI AC, C to 6023 CAT 4 thick Ci, from 6023 to 5819 Cat 1. See remarks